

MAJOR DUTIES

Serves as Mate aboard a tugboat over 65 feet in length, 600-2000 horsepower, engaged in tending and supplying floating plant construction and maintenance units, setting and dropping buoys and ranges, and collecting drift, wreckage, and debris. Stands a regular watch, but is on call at all times. Alternates with the Master in operating the tug, and is in complete charge during assigned watch. Assumes full duties, responsibility, and authority in absence of Master. Supervises the work of deck crew. Duties require a U.S. Coast Guard inland mates license.

1. Directs and/or works with crew of 7-10 employees performing construction and maintenance duties such as slinging, rigging and tying lines fast to wrecks, nets, pilings, and buoys; tending drift collection nets, setting and dropping buoys, and ranges; dropping and operating drag and sweep bars; operating cranes or hoisting gear, etc. Assures the performance of all repair and maintenance outside the engine room and associated machinery to include cleaning and oiling deck machinery, renewing and replacing ropes, and other forms of general maintenance work to ship's gear and rigging. Ensures vessel is prepared to sail at the scheduled time, is seaworthy, properly crewed and fitted to accomplish assigned mission.

2. Navigates the vessel during assigned watch. Pilots and steers vessels by pilothouse controls. Maneuvers in abnormally heavy traffic including avoiding moving and moored vessels, combating strong winds, tides and currents. Follows navigation rules and regulations at various harbors, waterways, and on the open lakes. Observes weather conditions, forecasts, barometer, wind velocity, and other weather indicators to determine suitability for operation. Maintains daily pilothouse log of operations and other required records.

3. Enforces safety regulations and instructs crew on both safe work procedures and work practices peculiar to floating plant. Conducts fire, lifeboat and man-overboard drills. Requisitions and insures needed supply of rope, paint, soap, tools, ratchets, safety equipment, etc. Inspects major hull, house and equipment repairs and/or installations made in shipyards during annual and/or semi-annual overhauls, and reports results to the project engineer.

Performs other duties as assigned.

SKILLS AND KNOWLEDGES

--Applies knowledge of navigational rules and regulations as evidenced by possession of an appropriate U.S. Coast Guard Mates license. Applies knowledge of tugboat operations, sequence of work activities, the deck operations and maintenance requirements imposed. Applies knowledge of how such operational characteristics impact deck operation and maintenance requirements.

--Applies knowledge of the operational characteristics and limitations of the deck equipment and machinery winches, deck equipment controls, etc. Applies knowledge of equipment lubrication

and maintenance requirements. Applies knowledge of material, supplies and equipment necessary to support deck operation and of the procurement and supply procedures and requirements necessary to obtain such items to provide timely and effective support of towing operations.

RESPONSIBILITY

Works under the general supervision of the Master, who verbally lays out the work to be accomplished. Work is normally reviewed after completion for compliance with instructions. Supervisor relies on incumbent to carry out assignments on own initiative in accordance with established marine navigation rules and regulations and application of operational practices and techniques as associated with waterway and floating plant maintenance.

PHYSICAL EFFORT

Work requires walking up and down stairs and ladders, bending, reaching, and standing for long periods. Moderate lifting is required in loading supplies, operating crane and winch controls, and performing miscellaneous duties on deck.

WORKING CONDITIONS

Work is performed in the pilot house, on deck and in other locations of the vessel. Occasionally goes outside in all kinds of weather to attend to duties, being exposed to the elements and subject to slipping on wet decks. Danger of drowning is present in case of accident; therefore, life jackets are required at all times while on board. There is danger from traffic hazards, particularly in foggy weather and at night.

**MATE, TUG, CLASS I
XH-5782-09
EVALUATION STATEMENT**

1. REFERENCES:

- a. OPM, Handbook of Occupational Groups and Families, WG-5782 series, Ship Operating, August 2001
- b. U.S. Army Corps of Engineers Ladder Diagram, 1953

2. SERIES AND TITLE DETERMINATION:

Serves as Mate aboard a tugboat over 65 feet in length, 600-2000 horsepower, engaged in tending and supplying floating plant construction and maintenance units, setting and dropping buoys and ranges, and collecting drift, wreckage, and debris. Stands a regular watch, but is on call at all times. Alternates with the Master in operating the tug, and is in complete charge during assigned watch. Assumes full duties, responsibility, and authority in absence of Master. Supervises the work of deck crew. Duties require a U.S. Coast Guard mates license. This work meets the series definition for the Ship Operating Series, WG-5782, which includes jobs involved in operating ships, tugboats, seagoing dredges, fishing vessels, or other similar vessels, often greater than 55 meters (180 feet) in length, engaged in transporting passengers and freight, towing or assisting the maneuvering of large vessels, making hydrographic and oceanographic surveys, drilling or probing subaqueous holes, conducting fishing operations, etc. The work includes navigating the ship, standing watch, setting and maintaining speed and course, using navigational aids and devices to compute position, and coordinating the activities of members of the crew. The work requires knowledge of the handling and operation of large vessels offshore or in the Great Lakes and/or large vessels under tow. Position is descriptively titled Mate, Tug, Class I, in keeping with prevailing maritime titling practices.

3. GRADE DETERMINATION:

Licensed floating plant positions are ranked based on private industry practices. The Mate is ranked 4 grade levels below the Master, Tug, Class I. Since the Master of a tugboat that is greater than 65 feet in length is graded at the XH-13 level, subject position is graded at the XH-09 level.

4. FINAL DETERMINATION: Mate, Tug, Class I, XH-5782-09

NOTES ON USING THIS BENCHMARK

The grade of the Mate is dependent on the grade of the Master. Refer to the notes on the Master, Tug, Class I, XH-5782-13, Bmk. No. C-03. Once the grade of the Master is determined, the Mate is graded four levels below the Master. If the Master is graded lower or higher than the XH-13 level, the grade of the Mate is graded higher or lower accordingly.